

Draft Generic Environmental Impact Statement

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Summary

The proposed action involves the adoption of a Draft Local Waterfront Revitalization Program (LWRP) by the Town Board of the Town of Greece. The Town of Greece Draft LWRP is a comprehensive plan for the use and protection of the coastal and inland waterways areas of the Town. Integrated within the LWRP is the Town of Greece Harbor Management Plan. The Draft LWRP should be considered with the Draft Generic Environmental Impact Statement (DGEIS) and consulted for detailed information on the proposed action and environmental characteristics.

This Draft Generic Environmental Impact Statement (DGEIS) has been prepared by the Town of Greece to explain the environmental decision making the Town has used in reaching a decision to adopt the Town of Greece Draft LWRP. The Town has determined that the adoption of the Draft LWRP may have a significant effect on the environment and has prepared this DGEIS to describe the proposed action, identify potential negative environmental impacts, identify methods for minimizing or eliminating those impacts, and exploring alternatives to the proposed action. Since this is a “Generic” Environmental Impact Statement it addresses a broad program of land and water use policies, plans and projects. Its purpose is to provide an analysis of the general implications of the total program. Additional project or site specific analysis may have to occur in the future to address specific project impacts.

The Town’s Draft LWRP sets forth policies and project proposals to provide guidance and techniques for the Town to protect, enhance and restore its coastal and inland waterways resources. The Draft LWRP includes specific projects and proposed laws, developed as part of the total plan, to protect important natural and scenic resources, and open space, to expand public access to the waterfront and other recreational opportunities, to preserve important historic and cultural resources, and the further development actions in a way that is consistent with the stated goals and policies of the Draft LWRP.

The anticipated impacts resulting from the implementation of the Draft LWRP should result in positive changes for the coastal area, the inland waterway area, and the Town as a whole. Emphasis is placed throughout the Draft LWRP on developing water enhanced and dependent uses, on providing improved public access and recreation opportunities, enhancing deteriorated areas, and protecting scenic, cultural and environmental resources. Alternatives to this approach that have been considered include a no action alternative, the adoption of a less restrictive Draft LWRP, or the adoption of a more restrictive Draft LWRP.

The specific action being evaluated for its environmental impact by the Town Board of the Town of Greece includes the adoption of the Draft LWRP and the adoption of the proposed local laws outlined in the Draft LWRP. These include:

- ✓ Creation of a new Greece Port Development District
- ✓ Creation of a new Erie Canal Overlay District
- ✓ Creation of a new Business Waterfront District
- ✓ Creation of a new Lake Ontario Cluster District.

Background

The New York State Coastal Management Program, administered by the Department of State, Division of Coastal Resources and Waterfront Revitalization, is established pursuant to the federal Coastal Zone Management Act of 1972 (as amended) and the State Waterfront Revitalization and Coastal Resources Act of 1981 (as amended). These both call for the coordinated, comprehensive, and full exercise of governmental authority over land and water uses in the coastal zone for the purpose of preserving and using coastal resources in a manner that balances natural and cultural resource protection and the need to accommodate economic development. To accomplish this the acts provide, in part, that all State and federal actions in the coastal zone shall comply with a single set of decision-making criteria, or policies. These policies, 44 in number, are set forth in the State of New York Coastal Management Program and Final Environmental Impact Statement. The State's coastal policy statements, their attendant guidelines, and existing federal and State environmental and resource management laws provide the objectives and standards for the program. NYS Department of State implementation of the Coastal Management Program is effectuated through three program components - Local Waterfront Revitalization Programs, review of federal and State government actions for consistency with the policies, and the advocacy of projects and activities which implement specific coastal policies.

The Local Waterfront Revitalization Program (LWRP) was established to enable the State's Coastal Management Program to address the problems of coastal development in full partnership with local government. Management of coastal development, whether the concern is protecting critical resources or revitalizing deteriorated waterfronts, must, of necessity, include regulation of land use decisions. While the State through its various permit programs and capital projects has a major impact on development patterns, New York's municipalities have the primary authority for directly regulating land use.

The design of the partnership between local and State government is unique. In brief, it results in local government revising its development regulations to further State coastal policies and in State agencies complying with, and enforcing, local development standards. As provided by the State's Waterfront Revitalization and Coastal Resources Act, the LWRP is legally binding on State and local governments. It is also binding on federal agencies because LWRPs, when approved by the New York State Secretary of State, are incorporated into the State Coastal Management Program to which federal agencies must adhere. Thus, all government agencies in their direct, funding, and permit actions - must adhere to the LWRP.

Under the State's Waterfront Revitalization and Coastal Resources Act, each of the 250 municipalities in the coastal area is encouraged - but not mandated - to prepare its own LWRP. The LWRP refines and supplements the State CMP and its policies by incorporating local needs and objectives. The process brings together local, State, and federal agencies, commerce and industry, environmental interests, private organizations, and citizens to assess current problems and opportunities and to build a consensus on the desired future of the community's waterfront. As authorized by the Act, a LWRP is a locally prepared, detailed land use plan that sets forth design, locational, and environmental standards for all development along the municipality's waterfront. It also describes capital projects and other actions necessary to further State and municipal policies for the waterfront.

Location

The Town of Greece is located in the north-central portion of Monroe County. It is bordered on the north by Lake Ontario, the east by the City of Rochester, south by the Town of Gates and the west by the Town of Ogden and the Town of Parma.

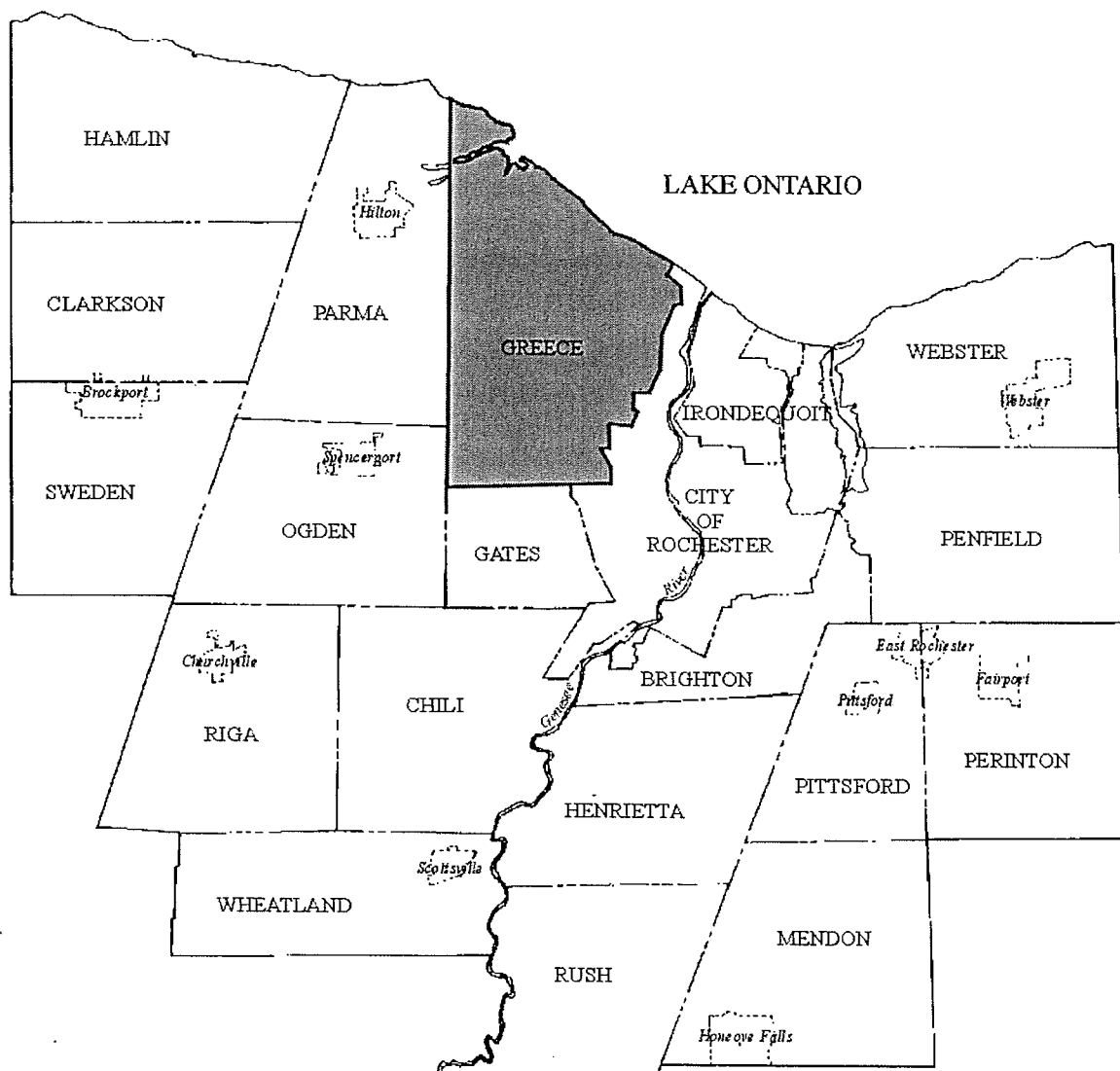


Figure 1: Town of Greece

Waterfront Revitalization Area Boundary

The Town of Greece has two distinct waterfront areas, the coastal area of Lake Ontario and the inland waterway area of the Erie Canal. The Waterfront Revitalization Boundaries for the Town are defined as follows.

Beginning at the western Greece Town Line at the south shore of Lake Ontario, north 1500 feet from the Lake Ontario shoreline; thence in an easterly direction, parallel with the Lake Ontario shoreline, approximately 8 ± miles to a point; thence south-westerly 1500 feet to the Lake Ontario south shoreline and Greece Town Line; thence south-easterly along the Greece Town Line to the north right-of-way of the Lake Ontario State Parkway; thence north-westerly along the said north right-of-way to the abandoned Hojack ROW. West along said ROW approximately 1 mile ± to a point on the west side of area wetlands; thence, north to south right-of-way of the Lake Ontario State Parkway; thence west along said right-of-way to a point approximately 1/4 mile ± west of Long Pond Road/Lake Ontario State Parkway interchange (including wetland area Northrup Creek); thence west 1.25 ± miles to a point approximately 1000± feet west of Flynn Road; thence north to the Lake Ontario State Parkway's south right-of-way; thence 2.25± miles north-westerly along said right-of-way to a point; thence west along Hogan point Road to the western Greece Town Line; thence north to the Lake Ontario shoreline and point of beginning.

Beginning at the western Greece Town Line at the center of the Erie Canal, north 1.50± miles to a point; thence east to the east right-of-way of Elmgrove Road; thence south 525± feet along said right-of-way to a point; east 1200± feet along south boundaries of parcels fronting Mellwood Drive to a point; thence south 650± feet to a point; thence east 150± feet to a point; thence south 2200± feet to a point; thence along north boundaries of parcels fronting north right-of-way of Ridgeway Avenue to the west side of the Ridgeway Avenue/Erie Canal bridge; thence northeast along the south right-of-way of Ridgeway Avenue to the west right-of-way of SR390; thence south along said right-of-way to southern Greece Town Line; thence west along southern Greece Town Line to the western Greece Town Line; thence north 3000± feet to the center of the Erie Canal and point of beginning.

Harbor Management Area Boundary

The Harbor Management Area for the Town of Greece includes all navigable waters within the two Local Waterfront Revitalization Area boundaries, including Lake Ontario, the Braddock Ponds, Braddocks Bay, Salmon Creek, other associated streams and the Erie Canal.

Goals

Three primary goals for the revitalization of Greece's waterfront are supported with key objectives towards achieving those goals.

Conserve Environmental Resources

- ☐ Protection & enhancement of world class Braddock's Ponds complex
- ☐ Identification & preservation of critical habitats/ecosystems
- ☐ Strengthen & protect the visual/natural integrity of the Erie Canal Corridor and the Braddock's Ponds complex
- ☐ Provide education & programming to interpret Greece's waterfront & natural resources
- ☐ Protect and enhance fishing and sporting activities related to/within Greece's waterfront natural areas
- ☐ Protect shorelines by reducing erosion

Enhance the Quality of Life for Greece Residents

- ☐ Provide enhanced public access, recreation & entertainment opportunities
- ☐ Protect local resident's interests and properties
- ☐ Provide jobs for local residents
- ☐ Minimize impacts to local taxes by expanding the tax base and limiting Town capital expenses

Enhance Economic Development Opportunities

- ☐ Improve & create industrial development opportunities
- ☐ Increase the Town's property tax base
- ☐ Create new local jobs
- ☐ Provide tourism/eco-tourism infrastructure and destinations
- ☐ Connect tourism opportunities to regional initiatives
- ☐ Promote Greece's assets and improve the Town's image and identity as a waterfront destination

Historic Background

The Town of Greece is the largest of the Monroe County towns. It is located in the north central portion of the county on the south shore of Lake Ontario. It is home to more than 95,000 residents, approximately 9,700 of which find permanent residence within the boundaries of the Coastal Area. It is bordered by the Towns of Parma and Ogden to the west, the Town of Gates to the south, and the City of Rochester to the east.

Much of what is Greece today was shaped in the past - from the land forms created in geologic time to the homes completed yesterday by builders. This section discusses the history that has resulted in the town's present pattern of development and some of the development proposals that have been made for the future.

When the great glacier was receding from the land which is now Greece, approximately 10,000 years ago, it first formed Lake Dawson, whose shoreline was the present Ridgeway Avenue. Later, the glacier receded further to Lake Iroquois, whose shoreline was Ridge Road. As it melted and moved further and further north, the ice deposited an extremely rich soil, which formed the basis of the fertile farmlands for which Greece became known. During Indian times, much of Greece was covered with forest and game. "The Ridge", only 15 inches wide, became the main trail of the Iroquois. The first white settlers built homes in Charlotte in 1791. By 1809 a wooden plank road had been built from Long Pond Road to Manitou (with a toll gate at Long Pond Road).

The early 1800's saw the clearing of land and the development of many farms. Agriculture was to dominate Greece for at least the next hundred years, well into the Twentieth Century. By 1850, there were 330 farms in Greece, producing mainly wheat, rye, corn and oats - - fodder for the "Flour City" as Rochester became known. There were also many successful fruit orchards, nurseries and seed farms, dairy farms, livestock and haying operations.

Along with the development of farms came a number of hamlets, or farming centers, typically including a few houses, a church, one or two stores, a school, and occasionally an inn. One of the earlier of these was called Greece (later Ada) at Ridge Road and Long Pond Road. It was in this community that Memorial Town Hall was built in 1919. Other hamlets included West Greece (also called Hoosick) at Ridge Road and the town line; Frisbee Hill, at Frisbee Hill and North Greece Roads; North Greece, at Latta and North Greece Roads; Barnard, at Dewey Avenue and Stone Road; and Mt. Read (also called Paddy Hill), at Latta Road and Mt. Read Boulevard. In most of the hamlets, a few of the old buildings still remain. Several churches and school have been converted to business or residential use. At Mt. Read, the 1860 Mother of Sorrows Church has been converted into a town library.

By 1823 the Erie Canal construction had been completed as far as Brockport, and a lively commerce ensued. The hamlet of South Greece (also called Henpeck) grew up at a bend in the Canal at Elmgrove Road. It was a break-bulk point for canal freight and included warehouses, groceries, an inn, post office, blacksmith shop and a school, as well as a number of houses. A century later, when the Barge Canal was constructed, canal alignment was straightened and the bed of the Canal was moved to its present location on the south side of the settlement.

The Town of Greece was incorporated in 1822. At that time, the Town included the port village of Charlotte. Charlotte was later annexed by the City of Rochester in 1916, at which time it became known as the Port of Rochester.

Braddock Bay & Lake Ontario Shoreline

Braddock Bay is a natural harbor located in the northwest corner of the Town. In 1669, it was a landing site for the early French explorers including Lasalle and Galinee. One year after his visit, Galinee prepared the first known map of the Bay. It is on the land between two creeks which form the headwater of the Bay. Captain John Prideaux, his army and several tribes of the Iroquois Indians camped there in 1759. They were on their way to Fort Niagara to fight one of the many local battles of the French and Indian Wars. Prideaux's army camped there because the bay was ideally suited as a harbor of refuge.

In 1796 a group of land speculators drew up a land subdivision map for this triangular area. They thought this site would become a major shipping town and a center for Great Lakes trade. Though the bay became an important harbor during the nineteenth century, it never attracted as much trade as the Port of Rochester. The paper subdivision was never built.

During the nineteenth century, tall-masted schooner fleets sailed the Great Lakes and used the Braddock Bay harbor. The products they carried included lumber and lumber products, grain and coal. Schooners were eventually replaced by larger and faster steam vessels.

Hicks Point is a long narrow spit of land located on the western side of Braddock Bay at Lake Ontario. Pioneer Sam Hicks hunted beaver, deer and otter here during the eighteenth century. During the later part of the nineteenth century, an amusement resort sprang up at Hicks Point after the construction of a trolley line from Charlotte. Its promoters called it Manitou Beach Park after an Indian god. The resort attracted large crowds during the horse and carriage days, but its glory ebbed during the 1920's as automobiles replaced the trolley system. An historic marker has been placed at 2000 Edgemere Drive by New York State and Monroe County to commemorate the old trolley line. The line was phased out by the coming of the automobile. Its last run was made on August 31, 1925.

Several beaches are located on the shoreline of Lake Ontario in the Town of Greece (i.e. Crescent Beach, Grand View Beach and Manitou Beach). Resorts were built in these areas after the Grand View and Manitou Railroad began a trolley operation on May 30, 1891. The line started at the Manitou Railway Terminal, 425 Beach Avenue, and proceeded west, paralleling the shore, crossing Braddock Bay on a ½ mile long trestle and terminating at the giant poplar trees at Manitou Beach. Remnants of this trestle are still visible during periods of lower water level. The area resorts included hotels, restaurants, parks and concession stands.

Description of Proposed Action

The proposed action involves the adoption of a Draft Town of Greece Local Waterfront Revitalization Program (LWRP) by the Town Board of the Town of Greece. Prior to adoption the Draft LWRP will be reviewed during a 60 day review period by State agencies, Federal agencies, adjacent municipalities, Monroe County and the general public. Following this 60 day review period, responses to the comments received, including resultant changes to the LWRP, will be documented in a Final Environmental Impact Statement.

The Town's Draft LWRP sets forth policies and project proposals to provide guidance and techniques for the Town to protect, enhance and restore its coastal and inland waterways resources. The policies are consistent with the policies established by the New York State Coastal Program and are detailed in Chapter 4 of the Draft LWRP.

The Draft LWRP includes specific projects and proposed laws, developed as part of the total plan, to protect important natural and scenic resources, and open space, to expand public access to the waterfront and other recreational opportunities, to preserve important historic and cultural resources, and the further development actions in a way that is consistent with the stated goals and policies of the Draft LWRP.

The Draft LWRP contains the following proposed land use laws. Details of the proposed laws are included in Chapter 6 of the Draft LWRP.

- ✓ Creation of a new Greece Port Development District supporting land use recommendations for an active mixed use port on the Erie Canal
- ✓ Creation of a new Erie Canal Overlay District to protect scenic, cultural and recreational resources along the Erie Canal corridor
- ✓ Creation of a new Business Waterfront District to enhance existing industrial areas and create new water enhanced mixed use opportunities within these districts
- ✓ Creation of a new Lake Ontario Cluster District to protect sensitive environmental lands from over development.

The Draft LWRP contains the following proposed project recommendations. Details of the proposed recommendations are included in Chapter 5 of the Draft LWRP.

1. Leadership Framework

Establish a local lead agency to be responsible for facilitating the implementation of the Local Waterfront Revitalization Program. This lead agency would act to monitor the progress of the plan, lobby for the implementation of recommendations, pursue funding for project recommendations and promote the adoption of legal tools. The Town of Greece Development Services Department should act as the lead agent, or identify future lead agents. Additionally, the Town of Greece Planning Board shall act to review projects submitted by state and federal agencies for consistency with the Local Waterfront Revitalization Program. The lead agency and the Planning Board shall utilize locally based organizations such as locally based neighborhood associations, the Erie Canal Committee and the Erie Canal Sub-committee of the Greece Chamber of Commerce as advisory resources.

2. Master Plan Update

As part of Chapter 2: Inventory & Analysis, the Greece Master Plan was summarized and all recommendations affecting the Greece waterfront area were recognized. Several recommendations from that Plan are to be forwarded as part of the Local Waterfront Revitalization Plan (LWRP). Additionally, the Local Waterfront Revitalization Program should be adopted as an element of the Town Master Plan. The following land use recommendations should supplement those in the Master Plan.

Lake Ontario Area

- Critical Environmental Areas
- Conservation & Passive Recreation Areas
- Parks & Active Recreation Areas
- Existing Mixed Use/Housing Areas
- Business Enhancement Areas

Erie Canal Area

- The Greece Port (W.D.D.)
- Office/Industrial Waterfront Mixed Use
- Residential Development Area
- The Greece Canal Access Center (Henpeck/South Greece)
- Parks & Open Space

3. Zoning Ordinance Revisions

Current Zoning classifications in the Town of Greece are too general to guide development in a number of key areas along both Lake Ontario and the Erie Canal. Several land use recommendations and specific projects are recommended in the Greece LWRP. In order to implement the recommendations zoning revisions are necessary. Below are the necessary zoning revisions and the objective(s) of each. A more detailed description of the regulations are in Chapter 6: Local Implementation of the Program.

4. Braddock Bay Fish & Wildlife Management Plan (BBFWMP) Update

Update the Braddock Bay Fish & Wildlife Management Plan to reflect recommendations of the Local Waterfront Revitalization Plan and to recognize recent developments and initiatives.

5. Harbor Management Plan

Adopt a Harbor Management Plan to regulate activities on Lake Ontario within 1,200' of the shoreline and all ponds within the Greece waterfront area. Harbor management will help maintain the existing environmental and recreational qualities of the Greece waterfront and help to protect the health, safety and welfare of waterfront residents. Promote the following water uses and limitations through land use regulations, water use regulations, policy development and through the development of capital projects.

6. Docking Ordinance

Incorporate a Docking Ordinance into the Town's Land Use code that regulates the use, construction and density of private docks. The ordinance should support the Land and Water Use Concepts of this Plan.

7. Dredging Plan

Develop a local dredging plan or participate in a regional dredging plan that would periodically maintain navigation channels at Braddock Bay and Long Pond. The Dredging plan should support land and water use recommendations of this Plan including the maintenance of public navigation channels, fairways and harbor areas.

8. Navigation Aids

Assist federal and state agencies, including the US Coast Guard, the US Army Corps of Engineers, the NYS Office of Parks, Recreation and Historic Preservation and the NYS Canal Corporation in locating and maintaining navigation aids within the Greece waterfront areas. Navigation aids should be placed to delineate channels, mark special anchorage areas and identify safety conditions. The placement of aids should be supported by mapping on charts by the National Oceanic and Atmospheric Administration (NOAA).

9. Braddock Bay Shoreline Protective Feature

Construct a shoreline protective feature at Braddock's Bay to protect the sensitive shoreline from continued recession and to restore historic sedimentation patterns to the Bay.

10. Open Space Plan

Develop a Town wide open space plan which aims at preserving and enhancing existing open space within the Town, especially the waterfront areas. When ever possible, open space in the waterfront areas should promote public access to the water except in areas where land is environmentally sensitive. The open space plan prepared for the Town of Perinton could be used as a modal plan for the Town of Greece.

11. Braddock Ponds Natural Heritage Area & Environmental Center

Braddock Bay and the surrounding ponds and wetlands are important environmental entities which require significant protection from adverse effects of human activity. Regulations restricting activities as well as educating the general public on the importance of preserving the environmental areas are two aspects of the preservation process. The development of the Braddock Ponds Natural Heritage Area & Environmental Area would promote environmental protection through education. The Braddock Bay Nature Campus at the Braddock Bay Park could include a nature center with both indoor and outdoor exhibits, outdoor classrooms which focus on specific life (i.e. aquatic life, raptor life, etc.), raptor viewing towers and nature trails. Donations and/or the sale of tickets would help maintain the not-for-profit national destination. Partners could include the Rochester Museum and Science Center, local universities (research), New York State (i.e. Office of Parks Recreation and Historic Preservation, Tourism Office, etc.).

12. Scenic Resource Design Standards

Protect scenic resources along waterways, roadways and from other public vantage points. Identify, protect and enhance critical scenic resources and points of view. Incorporate design standards into local ordinances. Work with agencies to forward or create design standards for scenic byways.

13. Educational & Awareness Program

Establish a program of signs, literature, classes and other programs to create awareness of safety, navigation, environment and habitat concerns within the Erie Canal and Lake Ontario waterfronts. Identify partnerships with local interest organizations to assist in implementing specific elements of the program.

14. Lake Ontario Multi-Use Trail System/Trail Heads

Develop a comprehensive trail network within the Town's Lake Ontario waterfront area. Identify regional connections. Include a major spine trail (along the Lake Ontario State Parkway), secondary connecting trails, trailheads and locational information. Emphasize the Town of Greece and the Lake Ontario waterfront as a destination on the Seaway Trail. Opportunities exist for trails through Lake Ontario waterfront area with local and regional connections (i.e. Lake Ontario State Parkway). Provide off-road bicycle routes where feasible.

15. Erie Canal Multi-Use Trail System/Trail Heads

Develop a comprehensive trail network within the Town's Erie Canal corridor. Include a major spine trail (Erie Canal Recreationway Trail), secondary trails, trailheads, and locational information. Emphasize the Erie Canal in the Town of Greece as a waterfront recreational destination which connects to other regional waterfront destinations via a trail network.

16. Erie Canal Fishing Access Points

Although fishing is not as popular in the Erie Canal waterfront area as in the Lake Ontario waterfront area, access and such facilities as parking, walkways, signage and trash receptacles should be formally provided at or near the following fishing locations and informal parking and dumping should be discouraged in other locations.

17. Lake Ontario Marinas & Boat Launches

Continue to enhance and support existing public and private boat facilities, particularly those facilities in public control.

18. Erie Canal Marinas & Boat Launches

Continue to enhance and support existing public and private boat facilities. Add new facilities at specified locations.

19. Long Pond Access Center

Provide access to Long Pond and Buck Pond through the development of the Long Pond Access Center. The facility would include a public fishing pier at the southeast corner of Long Pond as well as a picnic area and connections to the proposed multi-use trail. Additional parking could be provided by expanding the existing parking lot off from Long Pond Road just north of the Lake Ontario State Parkway. A small hand carry boat launch at Buck Pond between the Larkin Creek bridge and Long Pond Road would provide access to the water. A small parking lot between Long Pond Road and Buck Pond would be needed.

20. Roses Marsh Access Center

Provide a parking lot/trailhead for access to the Roses Marsh wetland and beach area. Include interpretive information and environmental awareness information at the trailhead. Construct trailway access in an environmentally sensitive manner to protect habitats and wetlands.

21. Greece Port Promenade & Pedestrian Bridges

Develop a promenade along the Erie Canal within the proposed Greece Port west of Long Pond Road. The promenade should be wide (25' setback to buildings) and provide pedestrian access to the Canal to the south and to the mixed use development to the north. The promenade should be treated much like an urban street with site furnishing (i.e. benches, trash receptacles, etc.), street trees and a decorative hard surface such as

pavers. Two proposed pedestrian bridges will enable pedestrians to travel from the north and south sides within the Port area. A year-round visitors center and Erie Canal interpretive center should be located at the Port. Opportunities for tour boat operators, transient boaters, hire boat operators and similar water dependent commercial uses should be accommodated and encouraged at or near the Port Promenade. Care should be taken to provide 365 day a year activity.

22. Erie Canal Community Boathouse

Develop recreational opportunities for the community to row, paddle or motor the Erie Canal. Develop a boathouse to accommodate waterfront needs.

23. Greece Canal Park

Support Monroe County with the implementation of the Greece Canal Park Master Plan. Pursue acquisition and park expansion objectives. Expand the park to include lands south to the Canal and incorporate a small scale boat launch and a trailhead.

24. Beatty Point Nature Observatory

Provide controlled public access to Beatty Point. Nature trails which do not disturb habitats should be designated for walking only and should focus only on observing wildlife and habitats (i.e. photography).

25. Erie Canal South Natural Area

Create a Town designated "Natural Area" south of the Erie Canal in the central portion of the Town, between Long Pond Road and Elmgrove Road. Include a trailhead, nature interpretation and trailways. Establish an area for "Wetlands Banking" to create man-made wetlands as mitigation for filling wetlands in the Greece Port area and other Canal corridor development sites.

26. Seaway Trail/Braddock Ponds Gateway Centers

Develop two gateway centers: one near Beatty Point accessible from the westbound lane of the Lake Ontario State Parkway and one near Salmon Creek accessible from the eastbound lane of the Lake Ontario State Parkway. The gateways would identify the entrance to the Braddock Ponds area, provide information about the area and include a trailhead for access to the proposed multi-use trail network.

27. Erie Canal Visitors Center

Develop a visitor center within the Greece Port area west of Long Pond Road. The center should include information about the Greece Port/Erie Canal as well as for other Greece and regional destinations and services.

28. Junction Lock Historic Site & Canal Interpretation

Develop the Junction Lock area as a historically themed Town park. Interpret the historic lock, historic canal prism and historic culvert. Protect the character and environment of the small gully to the east of the lock. Provide vehicular access to the site along the Erie Canal right of way or through the adjacent privately owned parcel to the east. Include in the park lands the land owned by the NYS Canal Corporation and portions of land currently in private ownership to the east (Dugan Property).

29. Edgemere Drive Streetscape Improvements

Develop Edgemere Drive into a human scale, pedestrian friendly streetscape where ever possible. In some areas the right-of-way is not wide enough to make such improvements. Street trees, sidewalks, benches, clearly defined crossings and a signage system all contribute to a pedestrian oriented streetscape. Many improvements will require substantial costs and some may require changes in road use and policies.

30. Access to Lake Ontario Business/Industrial Lands

Improve access to business development areas in the Lake Ontario waterfront area. Consider both traffic and enhancement improvements including revised use classifications for the Lake Ontario State Parkway, lane configuration and aesthetic enhancements to Latta Road, a potential new access road parallel to the existing Conrail/CSX Lake Ontario Line, and rail improvements to that line.

31. Lexington Avenue Extension

Extend Lexington Avenue from I-390 to the west as identified in the Town of Greece Master Plan. The extension would include interchange improvements, a bridge over the Erie Canal and roadway extensions west to Long Pond Road, Elmgrove Road and Manitou Road.

32. Erie Canal Scenic Byway & Alternates

Support New York State and the NYS Canal Recreationways commission in establishing a scenic byway along the Erie Canal corridor. Assist in establishing a local route through the Town of Greece, perhaps following the proposed Lexington Avenue Extension or Route 31 in Gates. Consider the location of scenic byway loops or alternates that bring travelers to the Greece Canal Port and other canal corridor destinations.

33. Land & Water Taxi/Shuttle

Identify opportunities for landside and waterborne public transportation in a form that is user friendly, safe and fun. Consider public landings for water taxi's, water busses and tour boats. Provide drop-off areas for shuttle busses, tour busses and taxi's.

34. KPV/KPY Acquisition

Pursue the acquisition of Eastman Kodak Company's KPV/KPY lands along the south bank of the Erie Canal. The acquisition will provide strengthened local control of this significant parcel. Consider a mix of uses for the property including recreation, open space, parkland, light industrial uses, commercial uses and residential uses, as consistent with the land use recommendations of this Local Waterfront Revitalization Program.

35. Develop a Town-wide Tourism Strategy

In conjunction with the Greater Rochester Visitors Association and the Greece Chamber of Commerce, develop a tourism development strategy for the Town of Greece that capitalizes on its waterway resources. Consider heritage, recreational and environmental themes. Include a strategy for providing a full compliment of visitor amenities including food, services, lodging, transportation, rest rooms, visitor information, safety features and parking. Establish a package of destinations, attractions and entertainment activities. Consider visitor markets that are family oriented and based upon automobile travel as well as markets that may be established by the proposed Lake Ontario Fast Ferry and other regional tourism initiatives.

Environmental Setting

Existing Studies

The following existing studies provide direction and a basis town-wide and regional consideration of waterfront recommendations within the Town of Greece.

- ✓ Lake Ontario Shoreline Resource Evaluation Study, 1979
- ✓ Barge Canal Access Study, Town of Greece New York, 1988
- ✓ Town of Greece Local Waterfront Revitalization Program Draft Report, 1988
- ✓ Parks and Recreation Master Plan Final Report, 1990
- ✓ Waterfront Recreation Opportunities Study, 1990
- ✓ Town of Greece Master Plan, 1992
- ✓ Braddock Bay Fish & Wildlife Management Area, Management Plan, 1995
- ✓ Town of Greece New York, Erie Canal Plan, 1997
- ✓ Eastman Kodak Company, Draft Land Use Study for KPV/KPY Properties, 1997
- ✓ Draft State Open Space Conservation Plan and Draft Generic Environmental Impact Statement, 1997
- ✓ City of Rochester Local Waterfront Revitalization Program Draft Report, 1998
- ✓ Sea Breeze Revitalization Plan Draft Report, 1999

Water Dependent Uses

With the exception of the two Braddock Bay marinas, the small boat marina on Long Pond and the small marina on the Canal, there are few water dependent uses in the Greece waterfront areas. However, the existing water dependent uses are important recreational destinations within the waterfront areas and should be preserved. Furthermore, future water dependent uses should be encouraged and take priority over non water dependent uses along the shoreline.

Existing Water Use

Greece waterfronts have been and will continue to be popular recreation destinations. The following uses have been reported:

- ✓ Motor boat use primarily takes place on Lake Ontario, Braddock Bay and the Erie Canal. Some motor boat use does take place on ponds such as Long Pond and Cranberry Pond.
- ✓ Fishing is a popular recreational activity in most places within the Lake Ontario waterfront area including: Lake Ontario, Braddock Bay and all of the ponds. Ice fishing is also popular on Braddock Bay. The Erie Canal is not considered a popular fishing destination.
- ✓ Wind surfing is a popular recreational activity on Long Pond.
- ✓ Small muscle-powered boating (i.e. canoes, kayaks, row boats, etc.) takes place on Braddock Bay, the ponds and the Erie Canal.
- ✓ Swimming has been observed along the Lake Shore. However, with the exception of the northern part of Braddock Bay park, swimming takes place on private property.

Existing Land Use Ordinances & Zoning

Existing zoning is documented on the Town's official zoning maps and in the Town's Zoning Ordinance.

The area along the Lake Ontario shoreline is primarily zoned as Single Family Residential and Public Land. Public Land surrounds Braddock Bay and much of the area around the ponds (Cranberry Pond, Long Pond, Buck Pond, and Round Pond.) Smaller pockets of Multiple Family Residential and Restricted Business lie within or adjacent to Single Family Residential and Public Land zoning districts. Land zoned as General

Industrial is predominantly located along Dewey Avenue and Greenleaf Road north of the Lake Ontario State Parkway. The area east and west of I-390 as it intersects the Parkway is also zoned as General Industrial.

Existing land uses are documented in the Town's recently completed Master Plan. The existing land uses within the Erie Canal Corridor include a mix of light industrial, commercial, residential, agricultural, recreational, park and open space.

Substantial open lands currently exist within the corridor that are either protected by environmental limitations or parkland designation. Additional open land is not protected, including substantial acreage currently owned by Eastman Kodak on the south side of the Canal, land on the north side of the Canal just west of Greece Canal Park and a 17 +/- acre parcel of land directly east of the Junction Lock.

The existing zoning within the Erie Canal Corridor includes a mix of General Industrial, Commercial Office, Commercial Retail, Public Land and Residential zones. A substantial amount of undeveloped General Industrial zoning exists on the south side of the Canal. The Town Master Plan recommends that the majority of the General industrial zoned land be rezoned to a Planned Development zone. This zone would encourage a mix of residential, light industrial, commercial, recreational and open space uses.

Land Ownership & Control

Land within the Lake Ontario waterfront area is predominantly publicly owned and environmentally sensitive or privately owned with a residential use. Most of the public land is within the Braddock Bay Fish and Wildlife Management Area (BBFWMA) and is owned by the New York State Department of Conservation. The BBFWMA includes approximately 2000 acres of environmental sensitive land, mostly wetlands, which deserves a high level of protection from adverse effects of development. New York State also owns approximately 400 acres, including the Braddock Bay Park, Braddock Bay Marina and Beatty Point which, since 1982 has been administered by the Town of Greece under the conditions of a 99 year lease.

Land within the Erie Canal waterfront area is predominately privately owned and is either under residential use or undeveloped. The Eastman Kodak Company is the largest private land owner in the area with approximately 400 acres, all south of the Canal between Long Pond Road and Manitou Road. Public land in the area includes the New York State Canal Corporation, Monroe County and the Town of Greece.

Public Access & Recreation

The Erie Canal, Lake Ontario, Braddock Bay and the associated ponds and wetlands are an invaluable local recreation asset.

The manmade coastal environment of Greece's Waterfront is one that lies in delicate balance with the existence of wetlands as a valuable fish and wildlife habitat. It is a waterfront, however, that offers many opportunities for development of recreational facilities which can ultimately become the economic mainstay of the area. The Erie Canal is also a significant opportunity for the town. Largely ignored, with most of the adjacent land undeveloped, the Canal has the potential to be a significant recreational opportunity.

As a result of its proximity to the City of Rochester, the Town of Greece is being subjected to the pressures of urbanization. Much of this shoreline is already occupied by permanent homes. Subdivision development has multiplied rapidly in recent years. This growth could potentially threaten the ecology and environmental quality of Braddock Bay and the Pond Areas which are located in the Greece Waterfront Area.

The future of Braddock Bay is the most active and important issue to be discussed concerning the Lake Waterfront Area. Braddock Bay itself and the immediate surrounding area has been named a GAPC (General Area of Particular Concern) by the New York State Coastal Management Program (NYSCMP). Most of the land in the GAPC is owned by New York State Department of Environmental Conservation (approximately

2,500 acres) part of which is leased to the Town of Greece (approx. 400 acres). The remainder of the land is zoned for single family housing or, in several small pockets, commercial use. Scattered throughout the GAPC are many single family homes with one large subdivision (Braddock Heights) located north of the former State Marina. Five marinas at various locations around the Bay and Salmon Creek have a total of 600 slips now serving the Bay and annually launch approximately 1,600 boats on day trips.

The land adjacent to the Erie Canal is a resource which can be further developed to provide better recreational opportunities. The town should encourage continued development of bike paths, marina and picnic area to make this destination more inviting and accessible to Greece residents.

Public access to the Lake Ontario shore as well as to the ponds and wetlands is limited by the development of the land around these features for single family residential housing.

Historic & Archeological Resources

There are no officially designated historic sites or structures in the Town of Greece. Greece does not have an ordinance for the identification and survey of such structures. An ordinance and local designations must be in place in order to nominate structures for the State of National Register. Thus, a thorough inventory of historic places needs to be undertaken, not only in the Waterfront Area, but also for the entire Town. The Landmark Society feels there are many individual buildings and possible groupings of buildings or districts that could qualify for State and/or national recognition.

Scenic Resources

The shores of Lake Ontario as well as the open water ponds and wetlands have long been recognized as having a great deal of aesthetic value. Splendid views of the Lake are available to the passing motorist from Lake Ontario Parkway as well as from Edgemere Drive and Beach Avenue. Many views of the Lake are obstructed by development of that strip of land between Edgemere Drive and the Lake Ontario shore.

The Erie Canal waterfront area also has significant aesthetic value and existing views should be protected and enhanced whenever possible. Views on the Canal, particularly the spill over near Junction Lock which is a small waterfall, are splendid. Also, views of the Canal along the multi-use trail and from the Long Pond Bridge have long site lines and are very naturalistic. The view of the orchards south of the Canal from the Greece Canal Park are pleasant and should be protected.

Natural Resources & Habitats

The natural resources, fish and wildlife, scenic views and recreation were primary reasons for the popularity of the area for residential uses and tourism. However, the present character of the waterfront, settlement and growth patterns were directed by other natural features, such as geology, soils, topography and vegetation. The following will explain how the natural resources defined the area and provided for its growth and popularity.

Lake Ontario

One of the most significant natural resources for the Town of Greece is the Lake itself. The Lake makes possible the existence of resources such as fish and wildlife, scenic beauty, wetlands, municipal and industrial water supply and recreational activities such as boating, fishing and hunting.

Braddock Bay and its tributaries, Salmon Creek and Buttonwood Creek are contained in an area formally known as Braddock Bay Fish and Wildlife Management Area. Rose's Marsh, Cranberry Pond, Buck Pond and some of Long Pond are also located within the boundaries. The bay is shallow (4-5 feet deep) and marshy in many areas. Although it suffers from a shallow sand bar (resulting from lateral bottom drift) at the mouth of the bay, it remains an important small boat harbor. Submergent and emergent weeds are plentiful in the shore regions on this bay. It is a significant wildlife habitat.

The increasing pressure to develop the bay as a harbor and the threat of damage to this exceptional fish and wildlife habitat raises an important issue which will be discussed later in the analysis portion of this report. Some of the marsh land remains under private ownership and control; however, the majority, including Rose's Marsh, is contained within the Braddock Bay Fish and Wildlife Management Area. Wetlands in private ownership are located primarily south of Lake Ontario State Parkway.

Cranberry Pond, Long Pond, and Buck Pond are also located in the park area. Cranberry and Buck Ponds are smaller, shallow bodies with extensive areas of marsh wetlands. All three ponds are accessible by small boats from the lake. Cranberry Pond also supports car top boating activities. A gravel and dirt boat launch area is located in the northwest corner of the pond. Single family housing lines the east and west sides of both Cranberry and Long Ponds. The area surrounding Buck Pond contains wetlands and is relatively underdeveloped.

Round Pond falls partly within private property and partly in public property (preservation societies). Its north and east sides have been developed substantially by residential and industrial uses respectively. Round Pond also supports a substantial wetlands area to the west and south. Adjacent to Round Pond are three facilities important to supplying water to Monroe County and the City of Rochester. They are the Shoremont Water Treatment plant (County), and two Edgemere Drive Booster Stations. Monroe County Water Authority draws their supply of raw water from Lake Ontario through a shared 72' intake which has an estimated total capacity of 140 mgd. The city is under contract to receive water as needed. Eastman Kodak Co. owns and operates a water treatment facility nearby at the northeast edge of Round Pond on Edgemere Drive.

Little Pond and Slater Creek are smaller, less important water resources. They do, however, serve as an outlet for water used for cooling at the Russell Power Station. The water discharged from the mouth of these streams is warmer than the lake water year round and supports a large number and variety of fish. It has become a popular fishing spot along the lake.

Rose's Marsh lies between the Payne Beach area and Braddock Point and is owned partly by New York State, Monroe County and private entities. It is divided into two fairly equal sized portions by the Lake Ontario State Parkway. It is 80% low aquatic shrub growth and small deciduous trees. It has one of the last remaining wild beach areas on the Lake Ontario shore. It is home to a great many species of waterfowl and song birds.

All wetlands listed above are designated Class I wetlands by the NYSDEC, which means that no disturbance is allowed in the wetland without a DEC permit. Any dredging, filling or alteration of wetlands and water bodies is regulated by the NYSDEC and the U.S. Corps of Engineers (they are empowered by the Federal Clean Waters Act Section 404) and permits are required for any such activity. In addition, the Environmental Protection Agency has the power to oversee and veto any Corps of Engineers activity to control development in or near wetlands and water bodies.

Growth could threaten the ecology and environmental qualities of Braddock Bay, the pond areas and the associated wetlands which are situated along the shoreline with Greece. These wetlands, including the creeks that empty into them, provide a vital habitat for many species of fish, birds and mammals.

Erie Canal

The wetlands in the Erie Canal waterfront area are not as extensive as in the Lake Ontario waterfront area. All wetlands in the area are south of the Erie Canal between I-390 and Elmgrove Road. As mentioned above, all designated wetlands are regulated by the NYSDEC and/or the U.S. Corps of Engineers.

Flooding and Coastal Erosion Hazard Areas

Flood zones exist around all streams, and most of the major wetland areas within the town. In order to mitigate adverse effects upon new development due to flooding, the town should pursue a policy of acquiring title to state regulated wetland areas and easements to most of the areas adjacent to streams for flood control in those areas of the town which are still predominantly undeveloped. Such a policy could also be undertaken in the developed portions where such action is feasible.

Shorefront homeowners, neighborhood organizations, local governments and others consider the possibility of severe flooding and erosion along the shore of Lake Ontario a problem that needs immediate attention. In March 1973, When Lake Ontario was at a very high level, a severe storm caused extensive damage to shorelands and structures on the coast. Since that time, the Lake's water levels have been more often higher than the level established as proper for regulation than not. Water level is regulated by the International St. Lawrence River Board of Control (SLRBC).

Wave and wind action force the deposit of sand and other materials into Braddock Bay and along the shore in sand bars. These materials keep the bay shallow and often fill in the channel leading from the Lake to the Bay. Soils from channel dredging were used to make a beach along the breakwall protecting Braddock Bay marina. The beach has since disappeared and most of the material has been deposited in the Lake just off shore. Dredging may be needed in the future. The ecology of Braddock Bay should be considered before locating the channel of dumping soils.

The loss or displacement of land along coastlines is called coastal erosion. According to the New York State Department of Environmental Conservation (NYSDEC) coastal erosion "is a natural phenomenon, an endless redistribution process that continually changes beaches, dunes and bluffs". Natural forces such as waves, ice, rainwater and wind all move soil, sand and rock along shorelines causing them to displace and even completely erode away. Construction and other human activities can accelerate coastal erosion. The Coastal Erosion Hazard Areas Act, Article 34 of the Environmental Conservation Law has helped regulate and manage coastal erosion but it remains a serious environmental issue.

Woodlots

Woodlots are located primarily south of the Lake Ontario State Parkway. These are intermixed with the active and abandoned agricultural lands and are frequently associated with the poorer soils. Many woodlots are located along creeks and wetland areas. Some substantial woodlots are also located south and west of Round Pond and southwest of Cranberry Pond. Most of the woodlots are characterized by the presence of swamp maple - basswood - ash species with some beech and maple species also.

Steep Slopes

The topography of the waterfront area is generally low and flat with some slightly higher areas that have been fully or partially developed. The highest point in the waterfront area is approximately 76 feet above the Lake level, located near the corner of Frisbee Hill and North Greece Roads. Areas along the Erie Canal also contain areas of steep slopes.

The public purpose to be served by protecting areas of steep slopes and highly erosive soils goes beyond that of maintaining natural beauty and important wildlife habitat. Water quality in the Town of Greece will depend, to a large extent, on the use of effective erosion and sediment control practices in land development.

Soil & Geology

Underlying bedrock for the vast majority of the waterfront site is in excess of 6 feet below ground surface. Areas where bedrock is less than 6 feet beneath the surface total less than 5% of the total area of the waterfront.

Four generalized soil groups are distributed throughout the waterfront area which have a varying degree of limitations they present to development of underground utilities, homesites, streets and parking.

Air Quality

Air quality requirements for the Greece Waterfront Area and for the entire Modeling area of which it is part (including much of Western Monroe County) are being met regularly. The first permit under new regulation for air pollution control was issued to Eastman Kodak Co. in 1984 for some boilers it operates in another part of the Town of Greece. Rochester Gas & Electric Corporation's Russell Station also operates under permit and air quality standards for the entire Modeling area have been within the limits since measurement began. All new industrial or commercial developments must comply with air quality control regulations as enforced by the NYSDEC.

Water Quality

The abundant water resources of Lake Ontario are an asset to the Town of Greece as well as Monroe County and New York State for tourism, fish and wildlife habitat, contact recreation, municipal and industrial water supplies and wastewater treatment. Problems do exist in terms of water quality in the Greece Waterfront Area:

- ✓ Sewage discharges into Braddock Bay or streams feeding into it (Salmon and Buttonwood Creeks) may be in excess of what the water is capable of accepting naturally without upsetting the balance of nutrients. Assertions have been made that algae blooms and submergent weed growth have been enlarged as a result of this type of pollution. Long Pond, Buck Pond, and Round Pond apparently suffer the same problem to various degrees. Continuing efforts by the Town of Greece to tie existing homes with septic systems into sanitary sewers as they become available should help to limit this problem.
- ✓ Agricultural run-off such as topsoil and silt, fertilizers, pesticides and other chemicals, and livestock waste material continue to be a problem affecting aquatic plant and animal population densities.
- ✓ The NYSDEC and the Monroe County Health Department regulates the issuance of permits to various entities including businesses, residences and institutions that discharge untreated waters into natural water bodies.
- ✓ The Northwest Quadrant Treatment Plant located off of Payne Beach Road is owned by Monroe County and operated under permit from the NYSDEC for discharge levels of various quality characteristics such as B.O.D. (Biological oxygen demand), suspended solids, pH, fecal coliform, phosphates, settleable solids, and other forms of measurement.
- ✓ There are no known hazardous waste sites in the Greece Waterfront Area; however, the Environmental Management Council of Monroe County has identified eight confirmed or possible waste/dumping sites in the area.

Streets and Highways

The Town of Greece contains highways and streets that are classified in a number of ways to facilitate the issues of maintenance and funding for capital improvement projects. Three highways contain a National Highway designation: I-390, Ridge Road (SR-104) and the Lake Ontario State Parkway (from I-390 to Lake Avenue). These and the roads / streets discussed in the next paragraph are those that are eligible for Federal Aid for reconstruction or widening. The remaining roads / streets would rely on purely local (County, Town etc.) funding.

All roads that are classified as Federal Aid Roads are classified according to function. These categories range from Interstate Highways to Collector Streets. In general, access opportunities are low and traffic volumes are high for Interstates. At the opposite end of the scale, access opportunities are high and traffic volumes *should* be low for collector streets.

Active Railroads

One active railroad now serves the Town of Greece. This railroad enters from the City of Rochester in the Charlotte Area. The current primary use of this line is the delivery of coal to Russell Station. This route has been acquired by CSX Corporation (CSX) and Norfolk Southern (NS) from Conrail. This route is a Class I route meaning that it has an annual revenue of greater than \$ 250 million. Class II carriers have revenues between \$ 20 million and \$ 250 million. Class III carriers include most of the short line railroads in the area.

Additional Transportation Resources

Several alternative transportation resources exist within the Town of Greece including the following. Additional information regarding these resources can be found in Chapter 2.

- ✓ Abandoned Railroad Rights of Way
- ✓ Public Bus System
- ✓ Existing Parking
- ✓ Existing On Street Bicycle Routes and On-Street Bike Routes

Water System

The water distribution system in the Town is owned and operated by the Monroe County Water Authority. The water is obtained from Lake Ontario and is treated at the Shoremont Water Treatment Facility located north of the Lake Ontario State Parkway near Dewey Avenue. The water pressure appears to be generally adequate in the service areas.

Sanitary Sewer System

The Town of Greece owns and maintains most of the collector sewers in the Town. These collectors feed large interceptor sewers (and force mains) which carry the flows to the sanitary treatment plant located north of Manitou Beach Road in the northwestern corner of the Town. The interceptors and treatment facility are owned and operated by Monroe County and are part of the Northwest Quadrant Pure Waters District.

The two major interceptors which serve the Town are called the East-West Interceptor and the North-South Interceptor. The East-West Interceptor begins near Latta Road, east of Dewey Avenue at a pump station. The force main and remaining portions of the interceptor generally follows the Lake Ontario State Parkway west.

The majority of the developed areas in the Town are sewer. Most of the non developed areas are up-gradient of existing sewer mains and could be connected to existing sewers when a new development is constructed.

Demographic & Housing Conditions

Historically, the period of greatest population growth in the Town of Greece was from 1960 to 1970, when the town grew 54.4% from 48,670 in 1960 to 75,136 in 1970. Between 1970 and 1980, Greece grew 8.3% to a population of 81,367. In 1990, the town had a population of 90,106, and a growth rate of 10.7%, according to US Census data. By comparison, the growth rate in Monroe County between 1980 and 1990 was 1.7%. The 1996 estimated population for the Town of Greece is 95,200.

Historically, the Rochester region has had higher average per capita and family incomes than the U.S. as a whole. The gap is narrowing, however, and it is estimated that the region's 1970 edge of 13% in per capita income decreased to 11% in 1975 and continued to decrease to 7% in 1984.

The region's growth in per capita income is expected to continue to slow. It is expected that per capita income in Monroe County, however, will still be higher than in the U.S., at \$18,639.

Family income is rising at higher rate than per capita income. Regional growth in family income varied from 5.5% of 5.7% annually between 1979 and 1986. When adjusted for inflation, family income remained virtually unchanged during this period, although this should be viewed in the context of the decline in family size. Declines in the rate of income growth are attributed to the shift from manufacturing to service employment, and this is a trend which is expected to continue.

Younger families (those with heads between 15 and 34) and families whose heads are 55-64 have been experiencing below average growth in income. This may be attributable to a large proportion of younger workers being employed in the service and trade sectors and the national phenomenon of early retirement among those in the 55-64 year old age group.

According to the 1990 Census, a total of 33,572 housing units existed in the Town of Greece in 1990. Older existing houses in Greece tend to be small and on small lots in the older, eastern sections of the town; newer houses tend to be larger in size, on larger lots,, in the middle and western sections of the town.

The greatest growth in housing units in Greece occurred between 1960 and 1970 with an increase of 65% over the period. Between 1970 and 1980, the number of housing units increased 30%, and between 1980 and 1989, they increased another 18%.

Economic Base

There were over two thousand businesses in Greece in 1989. Almost one-quarter of them were manufacturing/industrial. Another 20% were in retail trade. This data reflects two important factors in the economy of the Town of Greece - Eastman Kodak and the heavy concentrations of shopping centers. The percentage of people employed in manufacturing/industrial and commercial workplaces was much higher in Greece than in Monroe County as a whole, and New York State.

The work force in the Town of Greece is traditionally defined as being either white collar or blue collar. White collar workers are those who are salaried and work in professional and clerical type activities (i.e., office management). Blue collar workers are those who are generally hourly wage earners and work in production oriented activities (i.e., manufacturing).

Employment in Greece in 1989 was approximately half white collar and half blue collar (49.7% and 49.6%, respectively). This contrasts to Monroe County and New York State as a whole, both of which, at 60%, have a larger proportion of white collar workers.

The Rochester region, like the nation as a whole, is experiencing a shift in employment from manufacturing to service-related businesses. Among the implications of this trend is less longevity for individuals within jobs as manufacturers hire fewer permanent full-time workers and rely instead on temporary, contract and part-time employees.

The following regional trends in employment through the year 2000 are predicted by the Center for Governmental Research.

- ✓ Employment growth in 1990-1995 will accelerate from the 1985-1990 pace of 3,500 jobs per year to 4,200 jobs/year and in 1995-2000 to 4,700 jobs/year.
- ✓ Employment growth will be confined to non-manufacturing businesses. Service employment will experience the highest growth.

Significant Environmental Impacts

Adoption and implementation of the Draft LWRP and the various proposed local laws associated with implementation of the Draft LWRP, may result in potential environmental impacts. The Draft LWRP will serve as the basis for the future development of the coastal and inland waterway areas of the Town of Greece as well as a consensus between the Town, State, and Federal governments on the future of the Town's waterfront areas. The policies, land use laws and projects are designed to mitigate all potential negative environmental and more likely result in positive environmental impacts. The proposed policies are discussed in Section 4, the proposed projects are discussed in Sections 3 and 5, and the proposed local laws are discussed in Section 6 of the LWRP.

Environmental impacts anticipated as a result of the adoption and implementation of the Town of Greece Draft LWRP and its associated local laws include the following:

General Community Character & Land Use

Increased predictability in development review will result from the adoption of the Draft LWRP and the implementation of the various policies of the Draft LWRP. Improved management of waterfront resources for a community will result in development being directed to the area of the community which can best accommodate it.

The character of the community's waterfront areas will be protected, maintained and enhanced by the adoption of the Draft LWRP and the implementation of the various policies of the Draft LWRP, provisions in the proposed amendments to local land use regulations and the proposed projects.

The proposed zoning changes will provide the opportunity to create an attractive setting for business development, housing and recreational development.

Water Use

The Harbor Management Plan, integrated within the Draft LWRP is intended to allow the Town of Greece to address issues water surface use issues from a policy, project and regulatory standpoint. By identifying specific uses for water surface areas, sensitive habitats can be avoided and uses can be directed to appropriate water areas.

Dredging may be required to maintain these facilities and the level of boating access that results from these improvements. The development of a dredging plan and policies addressing dredging will facilitate the most environmentally sensitive dredging techniques and approaches.

Water Dependent Use Areas

Water-dependent use areas will be supported and protected and are likely to be improved as a result of the implementation of various policies of the Draft LWRP.

Vacant & Underutilized Areas

Vacant and underutilized areas are likely to be improved as a result of the implementation of various policies of the Draft LWRP, provisions in the proposed land use regulations and several of the proposed projects. Rezoning of several of the sites to more appropriate uses and the implementation of several of the proposed projects will create opportunities for increased development within and revitalization of the waterfront area. Re-use and renovation of deteriorated and vacant structures will result in an improved building stock, protection and restoration of historic resources, increased opportunities for public access and recreation and improvements to the local economy.

Public Access & Recreation

Development of and improvements to public parks, pedestrian trails, and connections between such facilities throughout the Town of Greece will result from the implementation of various policies of the Draft LWRP and several of the proposed projects. This will result in the provision of new and improved passive recreational opportunities for the residents of Greece and the general public.

Natural Resources/Water Resources

Protection is provided for identified fish and wildlife habitats, watercourses, and wetlands through the implementation of various policies of the Draft LWRP, provisions in the proposed local land use regulations and in several of the proposed projects.

Stormwater impacts will be reduced as a result of the implementation of various policies of the Draft LWRP, provisions in the proposed local land use regulations and several of the proposed projects.

Water quality will be protected and improved as a result of the implementation of various policies of the Draft LWRP, provisions in the proposed local land use regulations and several of the proposed projects.

Flooding & Erosion

Flooding and erosion impacts will be reduced as a result of the implementation of various policies of the Draft LWRP, provisions in the proposed local land use regulations and in several of the proposed projects.

Scenic & Visual Resources

Recognition and protection of identified scenic viewsheds, scenic road corridors and important scenic components is provided through policies of the Draft LWRP, provisions in the proposed local land use regulations and in several of the proposed projects.

Historic Resources

Recognition and protection of identified historic and cultural resources is provided through policies of the Draft LWRP, provisions in the proposed local land use regulations and in several of the proposed projects.

Secondary Impacts

Anticipated secondary impacts include the growth and revitalization of the Town's Erie Canal corridor and through the economic revitalization of waterfront business and recreational use. These secondary impacts are part of the revitalization effort and will occur in a manner that will be less intensive than the build out of the areas based upon existing zoning regulations. Negative impacts upon the natural resources of the coastal area are not anticipated.

It is anticipated that infrastructure facilities may have to be upgraded. Certain of the facilities upgrades and site specific construction projects could create short term impacts. Short term impacts of development are speculative, and will be addressed through site specific environmental assessments.

The development and improvement of the various public access and recreational areas of the waterway areas and their integration within a greenway network will lead to a greater utilization of all the public facilities. The increased public access opportunities may increase maintenance costs and stress the natural environment. Fiscal impacts are anticipated to be offset by increases in tax revenues and by direct user fees.

The overall anticipated impacts should result in positive changes for the coastal area and the Town of Greece as a whole.

Adverse Environmental Impacts that Cannot be Avoided if the Project is Implemented

There are no adverse environmental effects anticipated from adoption of the Town of Greece LWRP and associated local laws. The Draft LWRP and associated local laws have been prepared to guide waterfront development and use in accordance with sound land use and environmental management practices. Specific proposed actions will be reviewed to evaluate possible impacts and will be subject to local, State, and Federal management measures. Thus, adoption of the Draft LWRP and associated local laws will serve to protect and enhance the natural and human environment.

Dredging may be required to maintain the proposed improvements to boating access and facilities and the level of boating access that is expected to result from these improvements. Environmental impacts resulting from any increased dredging can be avoided through the correct timing of the activity and appropriate disposal of dredge spoil material.

Irreversible and Irretrievable Commitments of Resources

Adoption of the Town of Greece LWRP and its associated local laws will not directly cause a loss or diminution of coastal resources. Furthermore, the Draft LWRP and associated local laws are specifically aimed at improving "quality of life" by creating recreational opportunities, providing greater public access to the Erie Canal and Lake Ontario, increasing the economic viability of the local commercial uses, and through the protection and enhancement of the Town's natural and cultural resources.

In order for many aspects of the Draft LWRP to be implemented there will need to be a commitment of public and private initiatives and funding. It is the intent of the Draft LWRP and its associated local laws to provide the necessary impetus for such commitment of beneficial resources. Ultimately, the Draft LWRP is designed to create confidence in the Town's vision of the future. An approved LWRP can help attract public and private investment in waterfront projects since it demonstrates a community's commitment to revitalization, resource protection, and frequently contains conceptual plans for projects which make the development process more predictable and efficient. These plans help to convince funding entities and private developers that the projects are realistic and that money will be well spent and fits into a comprehensive plan that will ultimately protect the investment.

Growth Inducing Aspects

The policies, proposed projects and proposed local laws of the Town of Greece Draft LWRP are not anticipated to induce growth in any way beyond what the Town considers normal development trends and patterns. In fact, the Draft LWRP is sensitive to growth with respect to its effect on natural and man-made resources and the provision of public services and infrastructure needs. By directing development to underutilized and/or deteriorated lands, positive uses which the community wants to encourage will replace vacant areas. Redeveloped areas will be integrated into the natural and man made landscape and reinforce the community character of the Town through utilization of the Draft LWRP Policies and proposed land use regulations.

Specific measures proposed to direct growth within the Town's waterfront areas include restrictions to growth in sensitive environmental areas (Erie Canal Overlay District and Lake Ontario Cluster District) and the development of stricter design and performance standards within areas that currently are zoned industrial (Greece Port Development District and Business Waterfront District). Development of the waterfront areas will cause growth in the form of more visitors through the provision of a mix of commercial and

recreational uses. The Town of Greece is actively seeking to encourage the development of the visitor industry, including the economic and social stimuli it is anticipated to provide. As such, the growth associated with development of the lands within the waterfront areas are viewed as positive impacts.

Effects on the Use and Conservation of Energy

Implementation of the policies and uses set forth in the Draft LWRP is not anticipated to result in a significant effect on energy resources. The normal development trends and patterns and the development of existing industrial zoned lands with a new mix of land uses will necessitate typical utilities, such as electrical, and gas service. The level and type of growth, however, should not pose a significant impact on energy resources and will likely be less than would occur based upon current zoning.

Mitigation Measures to Minimize Environmental Impacts

The potential adverse impacts have been considered in development of the policies in the Town of Greece. The policies will be used to direct growth in the community. Any development or redevelopment will have to be consistent with the policies and the supporting local laws. Performance standards contained within the Draft LWRP and the proposed local laws that must be considered for proposed development will serve to mitigate environmental impacts. Development standards set forth in the Draft LWRP, the Town's Zoning Regulations, and various other local laws require that development proposals be reviewed with, but not limited to, the following types of concerns:

- ✓ protection of watercourses and wetlands
- ✓ protection of scenic and historic resources
- ✓ proper grading and drainage design of proposed site improvements and utilities
- ✓ provision for proper stormwater management measures designs for traffic and pedestrian access
- ✓ the location of habitats, watercourses, wetlands and floodplains
- ✓ clustering future development when to do so would benefit the Village or Town

Other provisions of the Draft LWRP, existing Zoning Regulations, and proposed Draft LWRP related local laws will also serve to mitigate various impacts. Several proposed projects provide mitigation measures to minimize environmental impacts. These include:

- ✓ Leadership Framework
- ✓ Braddock Bay Fish & Wildlife Management Plan (BBFWMP) Update
- ✓ Harbor Management Plan
- ✓ Docking Ordinance
- ✓ Dredging Plan
- ✓ Navigation Aids
- ✓ Braddock Bay Shoreline Protective Feature
- ✓ Open Space Plan
- ✓ Braddock Ponds Natural Heritage Area & Environmental Center
- ✓ Scenic Resource Design Standards
- ✓ Educational & Awareness Program
- ✓ Lake Ontario Multi-Use Trail System/Trail Heads
- ✓ Erie Canal Multi-Use Trail System/Trail Heads
- ✓ Erie Canal Fishing Access Points
- ✓ Lake Ontario Marinas & Boat Launches
- ✓ Erie Canal Marinas & Boat Launches
- ✓ Long Pond Access Center

- ✓ Roses Marsh Access Center
- ✓ Greece Port Promenade & Pedestrian Bridges
- ✓ Erie Canal Community Boathouse
- ✓ Greece Canal Park
- ✓ Beatty Point Nature Observatory
- ✓ Erie Canal South Natural Area
- ✓ Seaway Trail/Braddock Ponds Gateway Centers
- ✓ Erie Canal Visitors Center
- ✓ Junction Lock Historic Site & Canal Interpretation
- ✓ Edgemere Drive Streetscape Improvements
- ✓ Erie Canal Scenic Byway & Alternates
- ✓ KPV/KPY Acquisition

The Draft LWRP contains several proposed new or revised local laws and regulations that serve to mitigate the environmental impact of development. These include:

- ✓ Creation of a new Greece Port Development District supporting land use recommendations for an active mixed use port on the Erie Canal
- ✓ Creation of a new Erie Canal Overlay District to protect scenic, cultural and recreational resources along the Erie Canal corridor
- ✓ Creation of a new Business Waterfront District to enhance existing industrial areas and create new water enhanced mixed use opportunities within these districts
- ✓ Creation of a new Lake Ontario Cluster District to protect sensitive environmental lands from over development.

Alternatives

The overall focus of the Town of Greece LWRP is to provide opportunities for directed redevelopment of underutilized sites, greater public access opportunities along the shoreline, provide for future recreational facilities, and guide development away from environmentally sensitive lands. The only practical alternatives would include the recommendation of different future land use patterns and varying degrees of restriction on development or not adopting the Draft LWRP.

No Action Alternative

The Town of Greece could choose not to adopt a Local Waterfront Revitalization Program. Not adopting the Draft LWRP would result in the status quo for the community. There would be no updated comprehensive plan for the overall development and preservation of the communities' coastal resources. Development and redevelopment projects and proposed projects would be considered by the Town on a piecemeal basis; no future consensus on waterfront development would exist among Town agencies and between the Town and the State; and, a comprehensive and integrated approach to development and conservation would not exist. Further, federal and State consistency review of proposed projects would not apply to the specific standards warranted in the Town. The no action alternative may also delay or prevent implementation of the proposed projects, by virtue of the fact that the Town may be less likely to be as competitive as other communities for future funding opportunities, such as the NYS Environmental Protection Fund.

Adopt a Less Restrictive LWRP

The Town of Greece could choose to adopt a LWRP which is less restrictive than the proposed plan. For example, a LWRP could be proposed which does not include a higher level of development standards for industrial areas along the Erie Canal and in the coastal area, but rather seeks to actively promote industrial uses along the waterfront within this area. Such an alternative will likely have increased environmental

impacts with industrial development being located along the Erie Canal and limits on how much public access could be provided along the canal corridor. A less restrictive LWRP in other areas would similarly mean that the desired goals as stated throughout the proposed Town of Greece Draft LWRP, either would not be realized or would be diminished in positive effect.

Adopt a More Restrictive LWRP

The Town of Greece could choose to adopt a more restrictive LWRP by further regulating land uses. The LWRP could include zoning amendments and stricter review standards that would remove or limit development opportunities along the environmentally sensitive areas. Additional legislative actions and stricter standards could also be recommended throughout the coastal area. This alternative could result in less environmental impacts as result of more restrictive use classes and stricter standards for site plan review.

The Town of Greece included a high level of public participation as they developed the preferred alternative. Private property rights, economic development goals and public recreation goals were considered in identifying an appropriate level of development restriction.